



US 14/WIS 11 corridor study

Janesville to I-43

Rock and Walworth counties

Project ID 1706-05-00

Public Information Meeting Minutes June 28, 2005 Holiday Inn Express – Janesville

ATTENDEES:

See attached attendance sheet. Project team included representatives from WisDOT Southwest Region, T N & Associates, Inc., Vandewalle & Associates, and Traffic Analysis and Design.

PURPOSE OF MEETING:

- To introduce the public to and provide background on the new project segment.
- To gather information from the public regarding the expanded project scope and to hear their concerns regarding the project.

MEETING SUMMARY:

- The meeting began with an open house format, running from 4:00 to 5:30 p.m., during which time residents could view exhibits showing the study area and existing traffic and crash data. Following the open house period, WisDOT Project Leader, Jim Merriman, opened the formal presentation welcoming those in attendance and introduced Mr. Darin Blang, T N & Associates Project Manager.

Mr. Blang gave a brief presentation introducing the new scope of work and provided details on existing traffic and crash data. He stated that WisDOT would use comments from the public, as well as input from local, county, state and federal officials to collect background engineering and environmental data, assess current and future deficiencies, determine transportation needs, and to develop possible transportation solutions throughout study. He also presented an overall schedule for the study and stressed that there are currently no alternatives proposed for the corridor. After the presentation, the meeting returned to an open house format until about 7 p.m. The project team recorded comments heard during the informal, open house sessions.

Public outreach for this project is purposefully intended to reach all members of the community. Over 9,000 letters are sent out for every public information meeting. Both landowners and tenants are receiving newsletters in an effort to reach out and receive input from those persons without or unable to own land, purchase Internet services or are not ambulatory for a variety of reasons. Newspaper notices, newsletters and project handouts reference Wisconsin's Telecommunications Relay



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System number (1-800-WI-RELAY or 1-800-947-3529) for Telecommunication Devices available for the Deaf (TDD).

The public is encouraged to use prepaid envelopes, and materials provided at meetings to provide written responses prior to, during or at anytime after the meeting and to forward them on to the project team. The team reminded attendees to use e-mail, phone calls, contact information on handouts and newsletters and the project Web site to ensure the public has an open forum for ongoing communication, comment and availability to project information as the study progresses.

- After the presentation, there was a brief question and answer period, which is summarized below:

Q: If WIS 11 is extended east, do we expect it to end up like US 14 on the north side of Janesville?

A: We will work to ensure that development is consistent with local, regional and state planning, zoning, and access control plans to provide safe and efficient roadways.

Q: Isn't it longer to go around the west side? What would entice traffic to do this?

A: We will look at travel times as part of the study; as traffic volumes and congestion increase, travel times will increase around the north side of Janesville.

Q: Are we trying to prevent development in the corridor?

A: No, we are not trying to prevent development. We are trying to provide a safe and efficient roadway. As part of this, we will be looking at access control.

Q: If we are talking about making US 14 limited access, why are there already two traffic lights on the existing WIS 11 bypass?

A: Part of the study will be to look at eliminating at grade intersections on the existing bypass.

Q: If the Final EIS were completed in 2007, when would construction be?

A: There is still a long process to go through after the completion of the EIS, including going to the TPC, having the project enumerated, and waiting for funding to be available.

Q: How long did the entire WIS 11 bypass project take?

A: That project had different issues, including the presence of the white buffalo. Marshall Quade emphasized that we don't control the schedule; there are a lot of issues including agency input and funding that affect how long a project takes. It would be at least 10 years before something would be built.



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Q: Can we design a roadway that doesn't take so much land?

A: There are some things that can be done, including using barrier walls or building a super 2 highway that can reduce the amount of right of way required, but we are somewhat limited by federal standards.

Q: What are we looking for as part of the data-gathering phase of the study?

A: We are looking at existing traffic and crash data, future traffic forecasts, and existing and future level of service, as well as information about natural and man-made environmental concerns such as archaeological and historical sites, haz-mat sites, wetlands, endangered species, socio economic factors, and environmental justice factors.

Q: Who reviews the data collected?

A: There will be future public info meetings where the data will be presented; there will also be extensive review by agencies and the project committees.

Q: Would the connection from US 14 to WIS 11 be two or four lanes?

A: That would depend on the traffic forecasts and current design standards and practice.

Q: Are we considering agri-business when we are doing the study?

A: We are aware that agri-business is very important in the project area. There will be extensive coordination with DATCP. Design elements will consider accommodating farm access and equipment. Future farmers and agri-business will continue to need efficient forms of transportation to move goods and services to and from family farms.

Q: Isn't I-39/90 going to be made a 6-lane highway, eliminating the need for Hwy 14 to be a reliever route for the interstate?

A: That is just one of many reasons we're conducting this study. We're trying to look at the big picture. We're making sure this study is consistent with the I-39/90 study and other work in the region

Q: Do you have lines drawn already?

A: No. We are beginning the process of developing possible alternatives to be studied on the East side. The data collection process is just beginning on the north and west sides of Janesville.

- After the presentation, the meeting returned to an open house format. The project team recorded comments heard during both informal, open house sessions. These comments include:
 - There are safety concerns on Hwy 14 west of Hwy 51. There are no bypass lanes for turning vehicles, there are a lot of trucks going to Madison, and people



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have trouble getting out of their driveways. Hwy 14 needs to be 4-lanes in this area.

- The study area isn't broad enough. Be sure to look at all possible alternatives. Keep the bypass out farther, near CTH H. Look at something further north and west of Janesville.
- Need 4-lanes on Hwy 14 all the way to Madison.
- There is poor sight distance near CTH C/M on the east segment. It's hard to get in and out of driveways.
- A connection is not needed between Hwy 14 and Hwy 11. People can use CTH H or existing Hwy 14 through Janesville.
- Please provide data information to the public and define what data is being collected. Provide or inform the public as you go. Possibly on the Internet site.